ANOTHER LOAD OF HALF ARSED TWODDLE FROM...

SCUZ

ISSUE 7

mountainboarding zine



LOAFARIAN'S LAST RIDE
IAN FROM TEAM BAD'S LEAVING DO

ROAD TRIP PART DEUX
SECOND HALF OF OUR TOUR D' ANGLAISE

LUSH SLIDE PREMIER
SLIP SLIDIN' ACTION WITH THE LUSH BOYS

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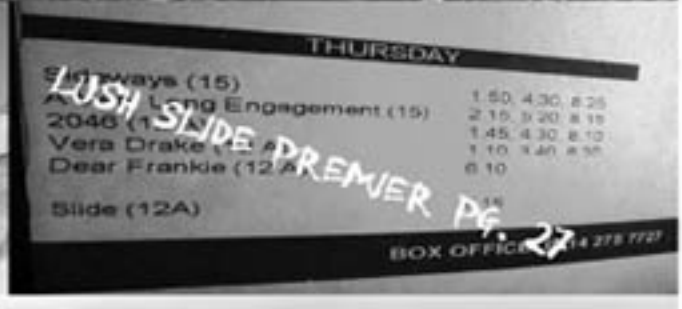
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NEWS AND UPDATES

noSno NEWS

Just a quick note from noSno to let you all know what we've been up to over the winter. Along with the move into bigger premises and distribution expansion into new countries we've naturally been hard at work on the R&D and a bit of freeriding!

· We have a new Freestyle/Freeride deck for 2005 – new geometry gives the rider better options for park riding with a wider foot stance, more responsive turn and a stiffer deck. Featuring the classic noSno design on the topside the deck now comes with softened edges and a tasty bottom graphic too.

· Our new Custom Deck range is also in production. Featuring the new riding geometry, the customer can choose both the deck stiffness and length.

· All boards are available with the Primo lightweight or the Primo C9 hubs and we are currently developing with Primo a specialist lightweight soft compound tyre that should also be available shortly.

The noSno workshops (01242 515513 / workshops@nosno.com) also have some silly deals on 9" Primo completes, Rage bindings and a host of other stuff that we found in the move to the new premises.

Looking forward to a great summer, see you out there, Dave & Pete Tatham noSno

DAVE COMPTON UPDATE

Has Dave Compton just signed an advertising deal with Hugo Boss for a large six figure sum.

His status of fame has now even reached e-bay, a mug with a singed portrait of Dave recently sold for 500 quid.

TEAM SOBA'S WEBSITE

www.teamsoba.co.uk

Covers an area of the south coast from as far west as Bournemouth to Brighton in the east.

The site aims to provide a focal point for Southern Mountain Boarders and has now been running now for two years. There are various forums for arranging meet ups (in your local area or anywhere in the region), planning events, buying/selling equipment or posting location lists, directions and / or photos and maps. There is a frequently updated gallery and links can be found to video footage of local spots.

RIDE THE HILL XBP

What's new for 2005?

· The Tunnel - you can find this at the top of the orchard, and by the time we have finished with it you'll be riding through it and off it.

· Orchard Boarder X - great beginner/intermediate course to get you used to boarder X riding

· Extended beginners area

· New covered viewing area and male and female toilets

Unfortunately the cold/snowy/wet February/March weather hit right in the middle of the Orchard revamp so the new BoarderX and Tunnel will not be fully open until May.

Also by the end of May we also hope to have:

· Scotty's wall ride in place on the Slopestyle course

· Extended the board hire area to include an indoor chill area

· Riders dropping off the Tunnel.

Then our next big plans are for September / October when there will be a revamp of the boarderX course.

www.ridethehill.com

JAIL TERM SHOCKER

A small contingent from Team North were riding at a local spot, which has a little history of trouble with the anti-fun locals (a mountain biker died there recently as a result of coming off his bike after riding the course, only to discover a little too late that some generous individual had placed a large log across the track – this was reported in the local press, although no further information is available at this time).

On this day things were took a turn for the worse when some local residents (one male two female) came over to give them some grief about riding in the woods.

A small amount of pushing and shoving and a few colourful exchanges later and the next thing the TN guys know is one of the females gets on the blower to the rozzers claiming sexual assault!!!

On hearing this the cops scrambled helicopters, riot vans, the full works. Four of the boarders were arrested and taken into custody.

The one saving grace through all this is that the guys had been filming the whole thing!

The cops took one look at the video, which showed without doubt their innocence, and set the lads free, pending further investigation.

Since this episode Team North has made a concentrated effort to get in touch with the local authority and the land owners to get a more sound understanding of their right to ride. The guys are still waiting to hear back, although it would appear, however tentatively that things are going in their favour.

ATBShop.co.uk

All Terrain Board Shop UK









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NEWS AND UPDATES (and made up stuff)

NEW SCRUB BOARDS 2005

There are three new boards in the Scrub range for 2005, taking the total to 6 boards in the range. First up is an entry level board aimed at the kite rider- a lighter development of the popular Lion Canyon with lightweight tyres, lighter skate trucks and a grab handle. First shipments of this board will be supplied with Primo Alpha 8" tyres, and subsequent ones will come with Scrub's own design of 2 ply lightweight tyre. Of more interest to dirt fans are the Pro series. Two new, cap construction silver carbon decks developed with the help of the Scrub team will be released in around 7 weeks as part of a new range being phased in over the course of the year. The new boards feature lightweight new components including top adjustable alloy trucks, ratchet bindings and Primo's new coloured Alpha tyres. There's a short 90cm board for freestyle use, and a longer 102cm board for freeride mayhem.

NEW LUSH BOARD "SAMBA"

New from Lush Longboards is the Samba, a dedicated carving skateboard developed to emulate the feel of a surf or snowboard. It features a custom-pressed deck coupled with tuned Seismic 180 trucks to give a responsive and "turny" ride, and the super grippy 3DM Avalon wheels and Lush Swiss bearings keep the board on the road. It goes for £169, and is available at your nearest Lush stockist now – check out
www.lushlongboards.com
for more info see full review on page 11.



SCRUB BODY ARMOR

The new protective jacket is a full zip fronted unit which conforms to European safety standards. It's supplied with a full back protector, decent padding around the chest and kidney areas, shoulder pads and elbow pads. The whole unit is supplied in four sizes and sells for around £70.
In addition Scrub have updated their shorts for 2005 with a heavier duty version of their basic crash shorts. The new models have much improved padding around the side of the leg and thigh, and a large coccyx pad. These will be available for around £35.

CHEAPER ARMADILLO'S

Armadillo have been working on a cheaper range of pads and these are due for release soon. Featuring the same technology as the current range the new pads will work just as well but be around half the price. The reduction in cost has been achieved by moving to a new factory, changing the design, and removing the coolmax element from the pads. As part of the new design the plates of the new pads will be made from a much more flexible material that will fit under clothing easily.

OLD VS YOUNG

Recent reports from Bolesworth tell us that in a two man race down the boarder cross between the new UK centre manager for Ride the Hill, a Mr Steve Birkbeck, and a certain Scrub/Atbmag Rhys Crilley, the masters 2004 champion Mr Birkbeck was beaten across the line by the youngster. Gracious in defeat there was no animosity between the two riders, although Rhys is now banned from every Ride the Hill centre for the rest of his natural life.

FALTOWN SKATEBOARDS

A bit more longboarding info,
Devon based Faltown Skateboards online shop is now up and running and has a bunch of nice looking boards for sale. The decks available are very much sliding aimed. All decks cost around 140 quid. Also to be found on their site is a cool little sliding clip of those boys takin a cruise over the big pond to the USA and sliding around San Francisco.

For more info check out their website at:
www.faltownskateboards.com



If anyone has any news, please submit it to:
mail@scuz.info

THE MOST IMPORTANT PIECE OF NEWS, LET'S GO THE SEASON IS ON

Its that time of year again and I for one am very excited, the race season is upon us, and what a packed season its going to be. We have the 5 ATBA events as well as World Series events and the World freestyle championships, not to mention NASS and all the other various events that are going on. I can't count the number of people I've spoken to who are also looking forward to this season of racing.
The really encouraging thing is the number of new riders who have never raced before or who only managed a couple of events last year who are hungry for the racing. This is great for the race scene and the sport in general as it displays the growth the sport is going through. This season also see's a larger number of riders travelling out to Europe for the first time, to take part in the World Series events, yet another example of the sports progression.

This year the **ATBA UK** series consists of **5** events, which are going to be held at five different locations around the country.

ROUND 1: May 28th/29th see's the race season start again at Haredown MBC nr Chichester in the south of England. The course takes no prisoners, set on a steep hill with a loose but hard surface of chalk and flint.
ROUND 2: July 2nd/3rd is a return to Coastal MBC Burton Bradstock, Dorset, last visited in 2003, and another wonderful track (no doubt) from Andy Potter and Makin Trax, purpose built for the event this year.
ROUND 3: July 23rd/24th we head up to Scotland for a freeride event, keep your eyes pinned to www.atbauk.org for more details on this event as soon as they become available.
ROUND 4: Aug 13th/14th (is my birthday, Parrrty!) and we head to Out To Grass nr Hereford to an excellent centre, which has seen some extensive work done to the course for this year with a lot of dirt being moved.
ROUND 5: Sept 3rd/4th Ride The Hill Superbole at Harthill nr Chester in the Northwest of England hosts the final of this years series, with a short quick technical course. Will we see a return of "those rollers"? You'll have to wait and see.

Haredown Mountain Board centre - 01243 811257
www.coastal-atb.co.uk
www.outtograss.com - 01886 880099
www.ridethehill.com

ATBA-UK
ALL TERRAIN BOARDING ASSOCIATION

Of the five events, it will be each rider's best three results in each discipline (freestyle & boarder cross) that count toward their respective ranking. The overall ranking will take the best three from both disciplines (a total of six results) to determine their overall placing. In the event of a tie, then the fourth best result will be used (and if necessary, the fifth).

Pre-entry to all this years ATBA events is being encouraged, down load the entry form from the web site **www.atbauk.org**

The format for events goes roughly as follows: Saturday morning is practise, followed by the riders meeting where all riders are told what's happening and get to air any views or concerns about the race format or course. Then every category under14's, under18's, Masters (30+), Ladies and Open (18+) has the first of their two timed heats followed by a short break then the second timed heat in the same order. The top 32 times in each category go through to qualify, in the qualifying races the first and second placed riders in each 4 man race go through to the next round until 4 people are left for a final.

NEWS AND UPDATES

Sunday follows roughly the same format as the Saturday for freestyle/slope, but with riders getting a set number of jumps/runs to be scored on, with the highest score in each category getting first, and the next highest second and so on. The weekends are great events with a terrific atmosphere and see all levels of riders competing, so come on down to your local race and give it a try, you never know you might get hooked, I did.

The first world series event that we get here in the UK is July 8th - 10th the English Open at the Big sheep SWMBC. This also includes the world freestyle champs, quote from the organisers, "The event will take place at the South West Mountain Board Centre, North Devon on the same weekend as the English World Series round on the 8th, 9th and 10th of July.
There will be a number of invited riders flying in and then qualification for wild cards on the Friday and Saturday. The main event will take place under lights on the Saturday night with live music and other attractions. There will be no pre-registration, just the need to register by 10am Friday morning.
The sponsor, well the title of the event is: The Fat Face World Freestyle Champs.
Huge thanks to them for stepping in and helping to make it happen."

A lot of construction work has been going on down at SWMBC, with extensive modifications to the boarder cross track and some huge freestyle jumps being created as well. All in all it looks set to be a killer weekend of riding.

The weekend after, July 16th – 17th is the Welsh open at the Green man mountain board centre (as featured on Top Gear) Brecon, Wales, on one of the fastest and longest courses in the UK, don't forget your body armour.
With the following weekend July 23rd - 24th, being the Irish Open at Surfin Dirt in Ireland.
For more information on these events try the following:

www.southwestmountainboardcentre.co.uk
www.greenman-mountainboard.co.uk - 01874 636202
www.surfindirt.co.uk - 07739 210119
www.atbmag.com

It looks set to be an amazing summer with loads of excellent events, I would highly recommend that you try to get to at least one event to see for yourself's just how good they really are, all that's left to said is

"C'MON YOU RIDERS, NOW WE'RE RACING"



GNARLATONS HOOFING DOWN LAST YEARS HARDCORE COURT FARM

AHHHHH, NEW STUFF, THAT'S WHAT WE LIKE

We have some nice things for review this Issue, Lush's new SAMBA, Gravity Flow DVD (for those who haven't seen it yet), KNOX Body Armor, and a Trampa Deck.
Starting us off will be the Gravitiy Flow DVD, we all like watching TV, don't we....?



GRAVITY FLOW DVD

All I can say this will blow your mind! Cheesy line, I know, but trust me it will. I have never seen anything like this in my life, the stuff thses guys do on longboards is amazing!
Flips, major carving, ridiculously huge slides, tearing up skateparks in previously unseen ways, and full on surf style riding at some crazy ass locations! The result is one of pure beauty and what I think Longboarding is all about, Style and Chillin.
This DVD does't contain any of that "Skater, we are so cool and check out our lifestyle bu**sh*t."

There are two people that stand out massively in this DVD, both with their own uniqe styles and skills, BEN WEI and SERGIO YUPPIE, so check them out.
This little DVD may seem a bit pricey at around 15 quid, but without a doubt a worthwhile buy.
Don't believe me? Check www.gravityboard.com in their Team section, you can find little sneak previews of some individuals. Worth the money



KNOX BODY ARMOR

We came across this tasty new kit purely by chance but are very glad we did. It offers all the protection you would expect from a full suit and more. There was extra protection on the chest plate in the lower ribs area that one of our testers especially liked as he said it might stop him breaking his ribs falling onto his elbows as he's previously done. The best feature however is the fact that you can completely disassemble the armour as seen in the pic. You can tailor the jacket to suit what you're riding which is great, the back and chest plate are removable leaving you with a light mesh jacket of just shoulder and elbow pads, or you can go further and unzip the elbow pads if you just want to use those. An especially well thought out feature here is that they will only zip back on to the correct arms. All in all a great set of armour with bullet proof back and chest plate, that offers amazing versatility.The only minor gripe is that the back and chest plate could use more ventilation. It is still in development but prices are set to be around £150, worth the money in my book. If you want a set your best bet is to hassle some of the quality retailers advertising in this fine publication to start stocking it.



REVIEWS

TRAMPA 35° BOARD

Board Specifications:
Deck: Trampa 35° Deck
Trucks: Scrub Channels (black eggs)
Bindings: F3 with heel bungee
Wheels: T1 with Rockstar Hubs

Bit of good luck recently meant I got the opportunity to review a nice new Trampa Board for Scuz. So for the first run on the board I hit the BX at Bolesworth, the course was dry and running fairly fast, with the track surface still been a bit uneven, to say the least, having not been ridden in fully after the winter. This of course made for a great test of the boards stability at speed over rough terrain and the usual obstacles of BX.

The T1 tyres accelerated really well out of the starting gate and the rollers quickly approached. The board handled brilliantly on the rollers and felt controlled at all times, the ground clearance was sufficient while remaining low enough to maintain a good balance, the 35° deck also made pumping easy and the board gained and held speed well. On the final berm the tyres were really grippy and held well on the loose surface.



PUTTING THE TRAMPA THROUGH ITS PACES

The Trampa 35° deck worked really well with channel trucks and allowed very controlled and responsive steering at speed and while travelling slower. The deck is slightly less flexi than the 15° Trampa but still has more pop than any other make of deck I have tried and of course has the strength only found in Trampa's. The deck is quite short (96cm) and doesn't allow for a really wide stance, which may not suit riders who like longer boards, but it is still able to accommodate the most common stances and is longer than the short 15° deck. However, because of the angle of the deck, it means the trucks and tyres lengthen the board so the overall length is a fair bit longer than the deck alone, and this provides a stable board while keeping the short length favoured for freestyle. The lower centre of gravity is a definite plus and advantage over the skate style deck when using channels. The 35° deck is slightly weightier than the 15° deck, but the extra 500g or so is probably worth having for the control gained when using channels.

So… If you want a Trampa, and want to use it with channel trucks buy the 35° deck, but if you want to us skate trucks or channels with a really small ground clearance and want to lose a little bit more weight get a 15° deck. The 35° deck is definitely an all rounder, which can be used effectively in all aspects of ATB, and seems to provide a lot more control and stability. The 15° deck is much more freestyle orientated, with less weight, more pop, and generally a better shape for rotations but doesn't perform as well as the 35° deck on BX and freeride.

As a complete the board was pretty good, the deck worked well with the setup and performed as Trampa's should. The F3 bindings provided a good fit and held the feet in a good position on the board. The trucks were controlled really well and were very responsive with the deck although I found them a little bit soft and the addition of some hard egg-shocks would be a sound investment. The tyres were great and the lightweight aspect was good as it kept the weight of the board down.

All in all the board worked well and it would be well worth trying out this set-up if looking at buying a Trampa complete.

Words by Friday



THE NEW LUSH SAMBA

Just a quick something I have to say in advance, it's not my fault that the fellas at Lush do their homework and only seem to make good quality stuff. So you can't blame me for giving it a good review. It's just a fact, they have made another lovely board.



Board Specifications:
Wheels: 3DM Avalon wheels
Bearings: Lush Swiss Speed bearings
Deck: Samba deck
Trucks: Seismic 180 (45 Degrees)

After seeing and having a quick go on the prototype at the Lush Slide Premier I couldn't wait to try this beast out in the dry! And now it's finally here! What can I say? It looks stunning! It's sweet graphic, unusual shape (although also quite sexy) and big fat Avalon wheels (maybe for the extra added pimpin effect some red or blue ones) will definitely turn some heads when you come carving down the street on this one!

The day the samba arrived, was a beautiful day for me. I had been sent home early from work and the sun was out. I got a TXT from Mr. Brodie, quite simply saying "Samba-licious"! This meant the beast had arrived, so that was my afternoon off work sorted. How lucky was that?

I went straight over to Brodie's, grabbed the board and went straight out to one of our favourite local runs (through the UNI, a nice opportunity to look at all the lovely student ladies and get their "views" on it). It rides as smooth as a baby's a** (not that I know what a baby's a** feels like).

On the mellow sections you can start carving it up at virtually no speed, really nice and turny, just keep your back foot close to the rear truck and it will just carve, real nice deep ones. But point this board straight down a hill and you will pick up some serious pace, real quick (thanks to the Avalons)! Once you pick up that pace, the back of the board does start to feel a little twitchy, and you just don't really feel safe trying to kick it back into carving mode (Note: I was riding the trucks as loose as poss, cause that's just how I like it). But the board is entirely capable of going down steep hills, just keep the carves real tight and don't stop, that's my advice! So definitely a board designed for Carving and just keeping that going.

The other beautiful feature, my personal favourite, is that this board allows you to do some really sweet looking stylish stuff. Going downhill put your lead hand down, sit into a turn and this board will just wang itself round into switch, pick up a bit of speed (you don't need lots of it) and do the same again, hey presto you are back into your preferred stance. I guess you could carry this little move on forever!

Ahhhh now embankments (hope you have a nice one somewhere in your area) are also a dream on this. Ride up the embankment, give the board a little flick with your back foot and you can do a stylish little 180, if you have enough speed you may even get round 360.

It did take me a bit of getting used to riding it, as your body's weight distribution is slightly different from what you may be used to from other Longboards on the market, but once you get used to it there is no question about it, it's a BEAUTY to ride!

So the overall evaluation is as follows:

The board does exactly what it was designed to do! Looks sexy and unique! Lovely for carving and kicking out the back on! Real beauty for embankments and just playing around on! The only thing I feel it is not for, is going real fast on (but then again it wasn't designed for that)!

This board retains the feel of a longboard but has that little something else to offer similar to the Carve Stik. I would say it's place in the world is somewhere in-between a Longboard and the Carve Stik.

Although at a 169 quid a pop, it is rather pricey, but if you have the money, are looking for something to nip round on, love real smooth carves and just want a real good board to play with. Thanks to the guys a Lush for letting us test another one of their beautiful products.

For more info check: www.lushlongboards.com

THE SCUZ ROAD TRIP (PART DEUX)

LET THE ROAD TRIP CONTINUE

TUESDAY

Randwick woods in Dursley was to be the location of our pleasure, our escorts which for today would be Tim Jones (ATBShop, UFO, Out to Grass) and Ant Wilson (ATBShop, UFO), two riders who are by all accounts not too shabby on an off-road stick. Actually, by most accounts they are far better than not too shabby. The pair are equally mental and talented, employing Herculean courage and exact aeronautical precision over some of the most challenging terrain the area has to offer, the area in question being the sunshine state of the UK the South West, which has plenty of challenging terrain.

It was a shame, because we didn't actually greet our guests until around 2:30 pm, a little later than we had hoped, but with 9 people in 'the Van', and at least as many boards and all that, 60 mph was pushing it.

So Randwick! I have to say, it didn't look so impressive when I got there, but then when I got there, we didn't have time to properly explore what is available. We did however have a 'warm-up' run. These Bristolians... they have a different concept to me of warming up.

Warming up to me is like having a few gently runs, getting the confidence up, loosening the muscles...that sort of thing. You know, warming up! Maybe I'm just showing my age, but warming up to Tim and Ant appears to consist of getting the board up to about 30 in dense woodland, with no room for mistakes.

I like to have room to make a mistake, at least on my first run of the day! The first run starts slow getting gradually quicker and quicker and then you have to slide very hard right, like a 90 degree right between two trees into a drop, which then levels out into a longer wider run, and then drops away again having turned a not too sharp left into a large mellow bomb hole. It's the kind of run that would keep me occupied for quite a while. Brodie and Paul B were both having it as was Paul S, between tokes.

Where the hard right is between the trees, there is, just before that right, a kind of drop off, which we sessioned for a while, me nearly getting it first go and getting progressively worse bruising my ass good and proper; Tim Jones landing it every time, and getting more styled each time. I think Ant noticed I was about to spit my dummy out, as he suggested another little section of the woods. I looked once at it, and took my pads off, sat down and started rolling up!

Paul B walked up to the obstacle in question. It is basically a small cliff. The top part rolls towards the edge allowing for a run in, for those who are capable/stupid enough. Ant Wilson took the 'easy' way, ratcheting into bindings on the edge of the drop, and just turning the 90 degrees into the air, as he dropped well over the height of Paul B with his arms stretched in the air, probably about 10' to 12'. Fair one. I stood up while my eyes nearly popped out, looked at Ant with admiration, and lost for words other than 'fair one mate' I shut up and returned to smoking while Tim Jones, not comfortable with jumping 90 degrees in the air from a standstill, decided a better way to attack the drop would be to ride at it, which he duly did, eventually dropping at least 12' to 14', also over Paul B's head.

I think this is where mountain boarding is at in the UK, the cutting edge of off-road free riding, this and a few other spots we were shown.

Having watched Tim and Ant put themselves in mortal danger (for our benefit it would seem, either that or to put us firmly in our place!), it's off to another little spot, also in Randwick, which has many spots. This is a run in to a drop (not a drop off), just a big step down.

THE DIS-SCUZ-TIN TOUR CONTINUES...

Nine men. Nine days. One van. One shower. The Scuz road trip proved to be an epic tour of the best riding spots the UK has to offer. Words by **Andy W.** Photography by **Brendan** and **Welly**. Fantastic hospitality and hosting by the UK scene.

TIM JONES – RANDWICK DROP OFF.

adrenalin

Technical Safety Partners
www.adrenalinx.com


Pete Tatham


Dave Tatham


Andy Foster


Chris McCarthy


Jack Henriman



noSno Off-Road Boards is owned and managed by top UK riders Pete and Dave Tatham who have been designing advanced off-road boards since 1992.

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After a bit of playing here, and Paul B stepping up to popping off the drop nicely, Ant and Tim taking it way faster than any of us, it was off to another spot. They don't hang around these lads!

Randwick will keep any riders occupied for at least a day I would have said, maybe a lot more. A quick stop for fizzy pop, and it was off to our next two places for the day. The first of which I am sure we were taken to for the purposes of sheer brute intimidation. It worked.

CROOKED MUSTARD

The ground is mustard coloured and it is crooked. This gully that drops down through the trees in a wooded area of the Southwest is used once per year for racing off-road vehicles uphill (if my memory serves me correctly), and used many more times per year by Team BAD's more experienced riders for riding off-road boards downhill. The top section looks reasonable enough, then a bit further down the yellow beige bedrock is exposed, and you can see what you're riding (actually, more kind of grinding) on. You would not your worst enemy to stack it here, unless you're a particularly callous individual or schadenfreude is your bag, like Eric ze German!

As the gulley drops away, and turns quickly left and right into its crookedness, it is impossible not to use the walls as berms (of which there are about three or four really crazy ones), and take your tool rattling and crunching through rocks, boulders and tree roots, before the bedrock finally gives way to a forest floor of mud, stones twigs and branches, dropping away more steeply, picking the speed up in the last section.

Apparently it's usually a bit kinder on the eyes, and is a favourite winter spot for Team BAD, but with the amount of rain this summer, everything had been washed away to reveal the mustard in all its evil glory.

I just looked at it, questions in my head. Is this even err? What if? But How?

Then Birkbeck showed up, and we were treated to the spectacle of three of the finest UK riders doing their stuff.

This was probably the most hardcore thing I have ever seen in mountainboarding (although admittedly I haven't seen the Tathams and Potter free-riding in their favourite places), and I was scared, because I still had more road trip to go and exceptional places to ride, but I wanted it!

I still want it, especially after seeing Birkbeck's Canadian workmate Pat (who hasn't been riding that long) step up to the challenge (all be it slightly more gingerly than Steve), and get down it no problem at all, actually to say without problems is incorrect, positively with glee would be more accurate (you know that mountainboarding face you get after a proper good run, nailed satisfactorily).

I didn't step up however, and will regret it bitterly until I visit that place again.

Its like the one that got away....Next time, you *&$%!...Next time....



STEVE BIRKBECK - EATING MUSTARD

THE SCUZ ROAD TRIP (PART DEUX)

BADGER W*NK

Next up was a spot known as Badger w*nk, a delightful name, a cracking spot. Again though just absolute mindless insanity, not quite the violent insanity of the last spot, definitely more mindless.

The run is a very steep chute through a wooded section, although I'm told it's more of a winter spot, and this was the fastest that Steve, Tim and Ant had ridden it. I was advised to let air out of my tyres, which I'm glad I did, and we all stepped up.

The run drops away to the left for a few hundred metres, goes through a boggy sticky patch (which I think is responsible for that delectable name), and then turns to the right quite gently, still dropping away steeply, then spits you out into a hard right hander (hard only because of the considerable speeds reached by this point in the run), get past that and you're away clean.

Steve, Tim and Ant were flying, showing their experience at this sort of riding, although shooting out of the bottom part Tim caught an edge, after bouncing wheels first against the wall ride section on the right-hand side he came off too front side and flew backwards against the opposite side, he will probably have had whiplash the next day!

Watching from the bottom (keeping an eye out for pedestrians and the like), Ant comes booming out of the bottom of the chute, sat low down, sliding on four wheels, still going the wrong (right?) side of thirty 'F*ck me, that's quick!'

Birkbeck screaming like a banshee all the way down 'I'm ALIVE!!!!!' comes out of the murkiness at what must have been around 35 mph, boings against the mud wall on the right, bounces off into the middle, and away - perfect. Its awe-inspiring stuff, jealousy inspiring as well. Paul H just stood there staring stupidly, toking. A big grin spreads across his face 'That's great!' in a very over the top Aussie accent.

We all had a good crack at it, I made it down with one slide, in the same place every time, as soon as I hit the badgers err, sticky bit, I lose control and slide.

Its a pretty intense run, within only seconds of setting off, the speed is so intense there is little to focus on, everything is green at head height, and brown from the neck down. You can see where to aim for, but not when a change is coming. The only reason I knew where I was on the run is the badgers recreational facility kept chucking me off.

With the ground covered in leafy material, chance of proper injury is slight, and we all leave feeling exhilarated, happy and a little self-conscious about the fact that we're just not up to scratch compare with these guys. Next time...Next time.

Ant Wilson has decided to tag along with our motley bunch to our campsite having arranged earlier in the week to run the second half of the road trip with us.

We arrive at Bugs Boarding, a newish centre designed and built by AJ Watkins and Leon Robbins.

It's too late to see the centre properly, until Brodie shows us the way with a head torch beam, and Paul gets his police issue Maglite out and looks round threateningly at us 'Allo ello ello, what's gawing on 'ere then?'

What we can see looks very good. AJ, being a regular sort of hero, has provided us with enough firewood to keep us well warm, and after feeding, we sit round the fire, and do what Brits on holiday do, only without the fighting, or the women and there was no sun lounger for the German to put his towel on at 6 in the morning. Ha!



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THE SCUZ ROAD TRIP (PART DEUX)

WEDNESDAY

Wednesday dawns bright, and we get to see Bugs Boarding in all its glory, it is glorious, but we have other plans.

Chris starts moaning, 'I want to stay here'

'Sorry Chris, we're riding here tomorrow, there are other plans for today'

'I want to stay here and ride'

'Listen Welsh, put your lip away, or I'll beat you about the head with your national vegetable.'

That sorted matters.

It wasn't an idle threat, our van had been collecting bits of culture from around the UK throughout the trip and although I was kicking myself for forgetting the Kendal Mint Cake up in the lakes, we had a Scottish Thistle adorning the wing-mirror, a leek hanging off the front of the van (to keep Chris happy), a plaid hat with fake orange hair (which suited our Scottish photographer Brendan so much it was scary!) and for some reason a dead (make that long dead) frog under the windscreen wipers.

I am not sure what Bristol and District is famous for, but preferring lager to cider we all brought mountainboards instead.

CLEAVAGE!

Chris soon shut his moaning when we eventually arrived at Cleeve Hill, and was soon the enthusiastic man we're used to, 'Where we riding? Over there?'

'Yeah'

'Where about?'

'All of it!'

A few more riders meet us today as well. Chris Seymour and Johnny of team Bad, as well as Pam, a premier ATB scribe (keep your eyes out for Pam's work in both Scuz and ATBMag) also of team BAD, her son Alex who is a friendly and amusing young man, Matt, a school teacher from team BAD ('Sir, are you going to ride down there sir?!') and everyone's favourite technical Barbie - John Poole, another Scuz scribe and all round good guy (who is going to be a Dad by the time this comes out – congratulations John and missus!).



BRODIE. INDIE.

Warm up session got underway immediately, the sun shining, adrenaline flowing.

Ant had been riding 15 minutes and already beaten a prototype truck to death; he goes off apologetically in search of a replacement, agreeing to meet later at LA.

This is only the second time I have ridden Cleeve, but I love it. My last time was cut short due to lack of time and a long drive up north after the last time we visited team BAD.

I managed breakers from the top this time (with very soft tyres I admit), Welly having borrowed a No-Sno from Ant managed to come off with such force onto one knee, he could barely walk for the rest of the week.

Chris and Paul B were having it. Actually, everyone was having it, just doing what they wanted, little Alex included, which is exactly how it should be.

What a place to ride Cleeve Hill is. Most the UK scene know about it, indeed fantasise about it. Suffice to say riding available for all levels, and lots of it. Wicked.

The constant walking uphill in the sun was starting to take its toll by mid afternoon, so after a quick chill out, we left those of us who couldn't make the next session. Cheers for meeting us guys!

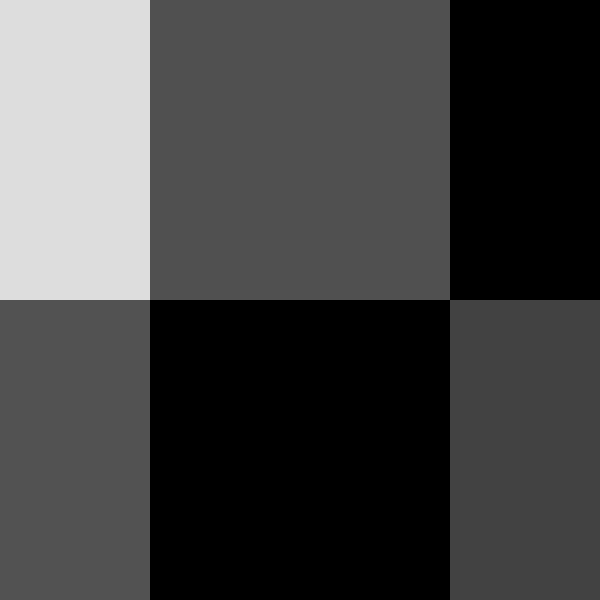
Wednesday is team BAD's regular meet at their training ground in Bristol.

I can't, I won't tell you where it is, as it's a secret, but if you know of it and haven't been, you're simply daft, if you have been, you know how good it is, and if you've never heard of it, get in contact with team BAD, and go to it. Simple.

Welly was too injured and so was on camera duty. Our Chris was having it, and nearly pulled a Holcombe (a Holcombe, for those who don't know, is where the rider looks for the line between the trees, and then doesn't bother with it preferring instead to ride knee first into said obstacle), against the tree coming out of the second berm, but survived to tell the tale.

I made it from top to bottom for the first time, and was deliriously happy with myself (cue chuffed mountainboarding face!).

Bieran Martlew showed up as things were starting to warm up a bit, as did a few more of the team BAD crew and the session was soon underway.



THE SCUZ ROAD TRIP (PART DEUX)

Paul B, had also bashed his knee at some point yesterday, and was sacking off the riding until the comp and so there were a few of us being lazy, but Paul S, Chris and Brodie didn't want to leave when we decided to pop into the ATBShop to see Diane and have cups of tea. Eventually we dragged them away. It was a bit of a shame for everyone not to ride on the Thursday I suppose. Once we had been to ATBShop, for cups of tea from the delectable Diana Shepherdson (also this years female champion), which were damn good cups of tea! After we had spent some cash in appreciation (Eric who hadn't ridden since Monday, preferring instead to film and smoke cigarettes having nearly killed Paul B on the first run of the day, purchased himself a nice new carve board toy), we decided the best thing for us all to do, would be have a shower.

I haven't not mentioned washing on purpose, I have not mentioned washing because this was to be our first proper wash, i.e. with water and soap rather than baby wipes! It was heaven, £1.30 from some brand new leisure centre; I washed three times! I normally think of myself as someone who can live with a bit of muck, not bothered and that like, but it has to be said, I bowed down to the cleanliness and have no regrets. What a sell out!

The rest of the day was spent relaxing, Ant left to get ATBA stuff ready for the final round of the 0800 UK ATBA championships at Court Farm, we retired to Bugs, happy with our week and looking forward to the weekend. Oh Yeah!!

Words by Andy W
Photos by Brendan, Welly and Eric.





LOAFERIANS LAST RIDE OUT

ARMED BOARDERS, MUD-PITS AND DREDLOCKS, TEAM BAD SEES IAN WILLIAMS OFF WITH SOME FREERIDING AT BIRDLIP

First, we ask not what mountain boarding has done for Ian Williams but what Ian Williams has done for mountain boarding. We've seen his two-tone dreds flapping down every racetrack of the A.T.B.A. U.K. championships in the last two years. We've seen him out freeriding most other weekends taking on the tough terrain of typical Team B.A.D. choice (that is when he's not hanging on the sofa nursing his beer-burdened body from his hardcore late-night lifestyle.) We've been kept up-to-date with Team B.A.D.'s movements and meetings by his regular postings on the ATBSports forum and via email on an extremely well run emailing list. We've been able to wear our team name proudly across our chests thanks to his running around getting race shirts, t-shirts and hoodies printed up and to us. We've even heard his singing voice roar out over the music of his band Loafer at the skate park in Bristol for the Team B.A.D. Christmas party 2004.
As Steve Birkbeck said, what are Team B.A.D. going to do without him?

As one of the first points of contact in Team B.A.D., Ian Williams is there to answer the phone and help direct you to freeride locations; he's there to respond to any queries over the internet; he's at the heart of the clan round the campfire in the evenings at the competitions and he does all he does with quiet, gentlemanly style, not commonly found amongst dirt-junkies. He is a mainstay of Team B.A.D. and was there the day that Team B.A.D. really began to come together back in May 2002 at Stinchcombe, when Ride the Hill were having a freestyle event. Ian, Steve Birkbeck, John Poole, friends Rich Rose, Amy and Ben Coulthard were all there, just the connection between them had not yet been made... that was until Ian took his trousers down behind Stu Kirk's caravan. Yes, Steve and John met Ian for the first time with his trousers round his ankles! That pioneering moment of Team B.A.D.'s evolution wasn't as sordid as it may sound though - he was trying on some arse pads. (You knew that didn't you?) I'll hand over now to Mr Poole for a little more B.A.D. background.
"I actually saw Ian before I knew his name.," says John. "Sounds a bit like a love story but nothing could be further from the truth. I'd bumped into Ian once or twice riding in Ashton Court back in the lonely early years of mountainboarding, he was cool and was better than me. He was on this amazing set-up which I came to know as a NoSno, while I was behind the times on a MBS frame board. Anyway, after bumping into many other riders in the Bristol area, sporadically, I thought it was time we should get together as I learnt quite a bit from seeing people like Ian ridig those big hills of Ashton Court. I once again noticed Ian and his dreds at one of the A.T.B.A. competitions, he was wearing the same motorcross top I saw him in before. I said the same thing again, 'we should all get together to ride, learn from one another and egg each other on'. Finally we had our first ever meet on the same hill I first met Ian and to this day his backroom work has been top. It's safe to say that Ian is the man, who I put it all together with and we haven't taken it over, it's overtaken us with us all those in Team B.A.D. driving it on and on.....forever!!!"



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LOAFERiAN'S LAST RiDE OUT

That is, for Ian Williams, until he and girlfriend Clare, also a regular attender of comps and a boarder, decided to take off and see the world in a two year trip around the southern hemisphere, taking in New Zealand as they drive round it in a camper van and then going to Vietnam, Cambodia, Bali and Australia, to name but a few. Team B.A.D. couldn't let Ian go without a final ride and so it was we met on Sunday 9th January 2004 at Ian's choice of location for a freeride session to see him on his way. Like a lot of boarding sessions, this one started in a car - my little old Fiesta, laiden down with the boards and equipment of three people - Matt the Bly, Nat Gaydon and myself - and then, on top of that, a ton in weight of food and fizzy pop to keep Nat going through the day. (How much fuel does one man need for a Sunday freeriding session? 2 Ginsters slices, 2 Scotch Eggs, 1 sandwich, 1 pepperoni, 2 packets of family size bourbon biscuits, 1 large packet of Doritos, 15 Jaffa Cakes and 2 litres of Fanta if that man is Nat Gaydon!) A last minute text from Ian saved us making a wasted journey to Cleeve Hill - good job as we hadn't seen the message he'd posted on the forum - plans were changed and we were heading straight for Birdlip, a woodland location in Cheltenham. Matt and I haven't been to Birdlip before. Nat's been just once and doesn't drive so his idea of directions was "it's near a load of trees". Helpful, Nat, thanks! And so, like a computer strategy game, we scouted around the woods a number of times before finally finding our way in.

Quite an in-tune turn out for the Team in the car park that over-cast morning, as cars appeared in some psychic-synchronicity proving that on a Sunday, Team BAD's clocks are all set to the same time - time to board!! Yehhhhh. Rich Rose, Ben and Amy Coulthard, Pat Lizin, the meaty balls Lee, Josh and Zac Campbell, Matt Gaydon, Pascoe Kelly-Sinclair, George Pollard and of course the man himself - whom we were all there for - Ian Williams. Ant and Steve turned up, despite not boarding as they were saving themselves for a long fortnight of snowboarding. (Wasn't sure myself what they were saving themselves from as I've never known either of the two hardcore boarders to take an injury of any such seriousness that would stop them from riding but hey, can't knock caution.) We started with a gentle warm-up and gentle was the word as leaves and soft mud dragged the wheels, taking any speed out of the ride.

So onto the bombhole to discover that was a bowl of delicious thick mud too and, after a few rides from most, it was decided that no excitement was to be had there. Move on again.

Not far away, the next run had a touch of the technical to it - a few turns ending in a fast straight and, as commonly happens in Winter freeride locations, a mudpit spreading over the bottom of the final descent which will grab your wheels and stop your board dead if you don't ride it properly.



A SIGHT THAT WILL BE MISSED. IAN WILLIAMS – FREERIDER.

Amy and I pitched ourselves behind tree trunks on the last bend - a sharp right with loose mud covering solid rock - and watched as it threw riders this way and that into thin young trees. Ben drew first blood in his encounter with one, the smallest but most relentless cut which wouldn't stop bleeding until he gave in to a plaster. Rich was having it sweet until he led the mass descent when only two out of the nine riders made it all the way down - most piling up on this final bend, much to the amusement of Amy and myself. In individual runs everyone was getting a handle on their speed though, mastering the terrain and turns enough to get down in one so everyone was up for another mass descent - more of a train as the track barely allows for two riders parallel. Pat lead the second run, overtaken before the corner by Rich and Pascoe then followed down by the rest, Pat catching up position again, some making their way off-track through the trees and most getting down to the mudpit at the bottom. This run was named the Brownie run, a tamer version of the Scout run which was where we headed next.

The Scout Run is a wide fast track with a big left-hander, challenging camber all the way and I was pleased as punch to see my Matt ride it out smoothly straight off. Local boarder George was also having it sweet and with speed and obviously it wasn't long before all were, it's only a matter of re-runs to get it nailed again. At one point a crack in the trees up out of view made for a 3-second silence and shouts of "who is it?"and "you alright?" - it was Ian. "Oh he'll have it again." He'd spun and fallen backwards, hitting his head so he wasn't having it again straight away due to dizziness but at least he was okay. These woodland tracks really test riders' ability to take bends at speed and things went from B.A.D. to BADDER when the restless Birkbeck decided to have some fun with sticks.

He loitered behind a tree, skinny stick in hand and whipped those coming down and round the hardest bend, sending them careering off-track into the trees. It wasn't long before things got even, Ben being the first to come downhill armed with a big fat branch which he lobbed skillfully at Steve in a kind of ride-by-stick-attack. Laughter came loud and heartily then, one by one, riders came down and took a shot at Steve. Ant armed himself with half a tree which he brought down accurately on top of Nat Gaydon's head and made himself another target for the battle-ready boarders. This is what you get if you ride with the B.A.D. boys.

A quick dash through the trees at Whiplash finished the day's riding. Steve Cownie had now joined us just in time for these final B.A.D. runs. Like the Brownie run, this track had a wicked wide mudpit at the end which caught out quite a few riders, especially after they'd built up speed through the run, that's if they'd spotted and made the incredibly sharp right-hander at the top of the steep straight. Pat took the title of best stack of the day here for his airborn finish and heavy landing on one arm. Hard. Hope the side you landed on didn't give you too much hell later, Pat. George and Steve C showed us how you can almost aquaplane over the mudpit, followed by Lee who slashed a path through it like Moses through the Red Sea. Respect. In fact, respect to all. I always watch Team B.A.D. with absolute awe when it comes to woodland riding. I'll do a bit but it's tame compared to these guys, who aren't in the slightest bit deterred if a tree stands directly in their path or if they can't see too well ahead of where they're going... or if a Gaydon throws something in their line of ride. Like at events, it was nice to take some time off riding myself to just watch and admire their steely skill. As the spit in the air became more like rain and appetites for danger were being replaced by thirst for beer, we headed to the George Hotel for our Last Drink with Ian.

And so there we all were in a hotel. There's always that moment upon entering a grand establishment (or smart pub!) where you feel nakedly aware of how clean and shiney everything around you is and how dirty and ... and.... well how downright dirty you are. Then you sit down and forget all about it as conversation kicks off and, if you're anything like me, you have to try not to swear too much in front of the younger riders present. And so we raised our glasses and drank to Ian Williams. I'm sure I speak for all of Team B.A.D. when I say I hope he and Clare have the time of their lives and pack many magical moments into this trip of a lifetime that they're undertaking. We know they plan on partaking in some extreme sports as well as surfing and meeting up with fellow atb-ers. We especially hope they get to ride some mad crazy landscapes and ride them hard.

Pam Hill

SNOW DIARIES

Wanna play in the snow? Mr. Butler was kind enough to do a lovley little article on what it's like to do a season, cheers Paul.



It all started in the summer 2003, I had a blast, my first race season and I was out riding all the time, it was the best. Unfortunately like a lot of people I had to spend 5 days out of a 7-Day week working. Normally this would at least be tolerable, but it was not, my job sucked, the company I worked for sucked even more and my boss, well lets just say we didn't see eye to eye. Therefore I came to the conclusion that life is too short to be miserable and I needed out of the job as soon as possible before it became unbearable. I needed a new job. I looked for other engineering jobs but didn't have much success, so I bit the bullet and decided to do something that I'd wanted to do for a long time, work a ski season. Live, work and best of all play (everyday) in a ski resort for 5 months.

I got on the net www.natives.co.uk and found myself a job as a driver / handy man working for a small company called snowlife chalet holidays. I worked from 8.30am to 11am in the morning, then from 3.30pm to 7pm in the evening, giving me 4 ½ hours off in the middle of the day to go snowboarding, which was what it was all about. I was working in Verbier in the Swiss Alps and it was an amazing season. The pay for working a season isn't great, usually in the region of £50 a week for a chalet maid/nanny/driver, cooks and chalet hosts get more and reps a bit more again.

The compensation for the poor pay is the real reason that you do a ski season, and that's the package that comes with the job.

For me it included a seasons ski pass worth £700, accommodation, all meals, uniform, travel to and from the resort at the start and end of the season and free snowboard/ ski and boot hire for the season(although I had my own). It basically makes what would be impossible a reality, snowboarding for 5 months, with a bit of work in between boarding.

Now don't get me wrong its not an easy life, its really hard work. There are three key parts to a season, WORKING, BOARDING and PARTYING and you'll be able to do two of them to their fullest potential. It may sound strange but not everyone does a ski season to ski or snowboard, the socializing and partying is so immense that some people just do it to party for five months. Think about it, the majority of the people in the resort are there on holiday and do exactly what you expect them to do, party and have fun, so its hard not to get dragged along for the ride. Be warned the amount of partying you do can seriously affect your snowboarding, and it better be that which takes a down turn because if its your work you might find yourself on an early plane home that your paying for yourself. It happens, a lot in the first few weeks when employers find people aren't up to scratch, and again after Christmas is over, don't be one of those people, make sure you do enough work. Personally, I was doing a season to snowboard and that was my main priority, although I did do some partying as well.



I got lucky with my job, Verbier is one of the best resorts in the world and is especially good for off piste, which lets face it is what snowboards are made for. I didn't know any of this when I took the job, but you don't have to leave it up to luck, if you do you research on web sites like natives you can find out all the info you'll ever need to know about jobs and resorts.



As a driver / handyman my day went a little as follows: I got to get up later than everyone else as they were either cooking or serving breakfast, 7.30am, I'd wander down and either have some breakfast, go pick the minibus up from where it was parked for the night 5mins walk away or clear snow off it if it was parked at the chalet and it had snowed. I pre arranged most of my lifts for the mornings the night before after dinner, to make sure all the people who had lessons etc booked had priority and got on the first lifts with me. After I had taken those that had book lifts I usually just spent the next hour and a half driving between the chalet and the lift station. However I did have a company mobile phone for people to call me on to get lifts when ever I was on duty, and this meant that the rest of the morning was spent running errands and giving lifts when people called. Although if I had no errands to run and no odd fixing jobs to do, I got to sit down and watch TV while I waited, or if it was close to the end of my shift, get ready to go boarding. Most days after finishing about 11am I would be at the lift station ready to go up the mountain about midday giving me 3 ½ hours to go boarding. This is the part doing a season is all about, every day except Saturday and Wednesday (which I'll come to). I started work again in the afternoons at 3.30pm and luckily for me, most of the season you could ski down to the door of the chalet meaning I would arrive at the chalet dead on 3.30pm or just a little after and then just have to wait for the phone to ring. This was great as I had plenty of time to get a shower, have a snooze or do what ever I wanted as long as I could hear the phone. The disadvantage of this is that while I raced down the mountain to start work and then sit round for an hour or two before really doing anything, all my friends could still be up on the mountain for another two hours. People usually started calling for lifts from around 4.30pm and I would be busy till 6.30pm. Then I was free till after dinner and I usually had a power nap for while before I went to get some dinner and to book my lifts for the following morning, and see if the there was anyone wanting further lifts that night as I had to be available for an hour after dinner. This was pretty much the same every day except Wednesday our hallowed day off, and the nightmare that was Saturday.

Saturday was transfer day, the day all the old guests left and the new guests arrived. My job meant driving to Geneva airport dropping leaving guests and picking up new ones, 2 hours there and 2 hours back,

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some times twice in the one day. Like I said, hard work sometimes, but there were days that made it all worthwhile. Wednesday, as I mentioned was the one day in the week we had off, this meant Tuesday nights were our major party nights as all the other resort staff also had Wednesday off, leaving us free to sleep in (which was great) and of course go snowboarding. What I especially enjoyed was the fact I could stay out all day and had the time for some proper off piste action. At the end off the day it was also good for me to be able to partake in a few après ski beers, which I couldn't usually do because of driving commitments.

Another thing I got luck with, was the fact that my room mate Hugo was very good snowboarder who had done a season already and was pretty experienced off piste. This was important, as riding off piste is very dangerous due avalanches and should never be done alone. Also as well as his experience he had a spare transceiver, another off piste essential, along with a probe, snow shovel and the knowledge of how to use all three.

The beauty of the off piste in Verbier was the accessibility of it all, the longest hike we ever had to was around 45 minutes, not that far but at altitudes over 3000m, in the snow pretty hard work. All well worth the effort to do some amazing runs, "rock garden", "Stairway to heaven" and my greatest run ever "Ultimate stairway".

We started by taking the cable car up to the top of Mont Fort, 3330m the highest peak with a lift in the Verbier resort, we basically rode off the top on the back side and traversed across to the second gulley we came to,



rode about a fifth of the way down to the left hand side of it, stopped, un-strapped from our boards and strapped them to our rucksacks before we started the climb 70 degree incline up the side of the gully with steps made of compact snow and ice. The distance to the top was only about 40m but it took us 20 minutes, at those high altitudes the lack of oxygen really saps the strength from your muscles. Once at the top we stopped and reflected on what lay before us, blue sky overhead with a sunny day and perfect visibility, and only two tracks in front of us in virgin fresh powder. This is the stuff dreams are made of. The first part of the run was dangerous with the crossing of a bridge over a crevasse, but after that it was plain sailing, 15 minutes of pure bliss. Endless carving floaty turns, looking behind us spotting our tracks, leaning right over into turns and trailing my mitted hand in the fresh powder just like I'd seen the pro's do in the movies I'd seen so many times and slashing sharp turns in banks of drifted snow and looking back to see the fine spray of snow floating in the sunlight. Heaven!

If you've every thought of doing a season, stop thinking about it and do it, you wont regret it and it may well become a way of life, like it has for so many people out there.

Words by Paul B.

*Epilogue - Not to be outdone, I have just completed a snowboarding season, and spent my working life cooking dead animals for mainly rich w*nkers, but also the odd lot of sound guests. It was indeed as Paul states, supremely hard graft, but in my line of work tips and running a honesty bar (1 beer – 1 euro!) were part of the deal, and I managed to get back to the UK having not touched my wages. Just a thought for those who are thinking of doing it (and now is the perfect time to start applying), and don't mind a bit of culinary fun, beware though, cooking breakfast for 15 people at 8am with a roaring hangover is not a pleasant experience, whether you eat meat or not! Andy W*

LUSH SLIDE PREMIER



Adapting a stopping/braking technique to becoming an alternative art form is the first time this comes to mind, but there ya go, it's pretty nifty.
So after the drama of the movie had subsided it was back to the bar again for a customary drink and a chat about the bit I was really looking forward to, the collective slide and board session. We caught up with Rahul (a previous Lush event amigo) again who had recently moved to the hill-less desert landscape of York (beautiful - but quite flat) and who had hence in the last couple of weeks come over to Leeds to ride our measly hills and give us glimpses of advice on honing our struggling technique. Met and chatted to a few other new and friendly faces and soon we were off for a skate.

Through a well administered type of organised chaos, the group split itself into two groups. The first opting for a more chilled out car park session for styling and sliding it up, affording the opportunity to catch some footage of people strutting their stuff, and try out any of the latest prototype boards kicking around. (Later, saw many boards, some for the first time in the flesh, like the new spooky, ummmmmmm tasty!) The second group, led by Lush founder Chris and his compadre Rich, took us out for a bit of downhill madness on what was prescribed as a bit of legendary run by Rahul (also a Sheffield ex-pat). Taking the 51 bus route out of the city to the edge of the Derbyshire Peak District the route then snaked and slid its way back through the suburbs and into the city centre.

So the groups departed, Chris and Brodie went off with the first group to check-out the car park, get some pictures and practice some controlled sliding, and Ze German and myself thought we'd better make the most of the opportunity (being a downhill carve machine at heart...) and joined the second group to enter the dream world that is the Peaks.
After a brief wait at the bus stop to build up the anticipation, with a mix of idle chit chat, board talk and comments from Ze German along the lines of 'this hill's sweet, I'd be happy just riding this, much better than the stuff we've got in Leeds' (Note: random hill by bus stop) to which Chris replied candidly, 'yeah, we've got hills like this all over Sheffield'!! We boarded and were on our way.

With the added comedy element of a few beleaguered looks from the locals we winded our way into increasing darkness and out of the city, but sod me!! We were going for about 20-30 minutes during which time you start to think this is going to be a fair old trek back down, but nope, wait a sec - this is a good thing.

Upon arriving at our destination we stepped out into the darkness to be greeted by a light mist, with a dewy slippery surface underfoot. Not ideal. But with houses and urban artefacts to our left, and a six foot dry stone wall to our right you could tell we'd come to the right place. Assured by Chris that the ground would get dryer as we descended into lower altitudes(!) and after a quick breather and review of what's ahead, we were off.

Setting off down the first road was like a longish and reasonably steep cruiser but with the sort of tarmac under-wheel that's a long way from ideal and shakes you about on your board a bit. Slight doubts surface in your mind (.....i hope its not all like this....or won't be sliding for sh*t) but these were short lived as we descended a couple of hundred metres and came to a junction, bringing us out on a much more hospitable looking baby. A nice long hill with sweet, but not ball-achingly fast gradient to it with sweeping corners, Chris stopped and announced this was the proper start to the run and off we went.

The group spread out pretty quickly, everyone taking it at their own pace and having good wholesome fun at the same time. Carving it up, but not too confident about where I was going or sliding at unpredictable speeds (and on my not too slidy kilima, my excuse and I'm sticking with it!), I was foot braking from time to time but maintaining a reasonable distance in the front close enough behind Chris to see him pull off some pretty technical looking frontslides, styling it to a halt. Nice.

The ground got dryer as we continued to ride, but with slick patches under the shadow of the tree's (bastards!) I think a couple of us may have dossed it on the way down, including myself during a cocky bit of carving trying to whip the tail out.



ROSS FROM LUSH DOES IT PROPER

As we continued to descend, we cut about from one side street to another, with a mixture of sweeping hills, gradients and surfaces. I managed to pull a couple of slides but mostly ended up on my ass chuckling, whilst the German was also looking pretty good but being held back by some crazy nerve injury from the previous week (as recently announced may put his sliding career in jeopardy, as it may continue to recur unless he has an op. Gutted).

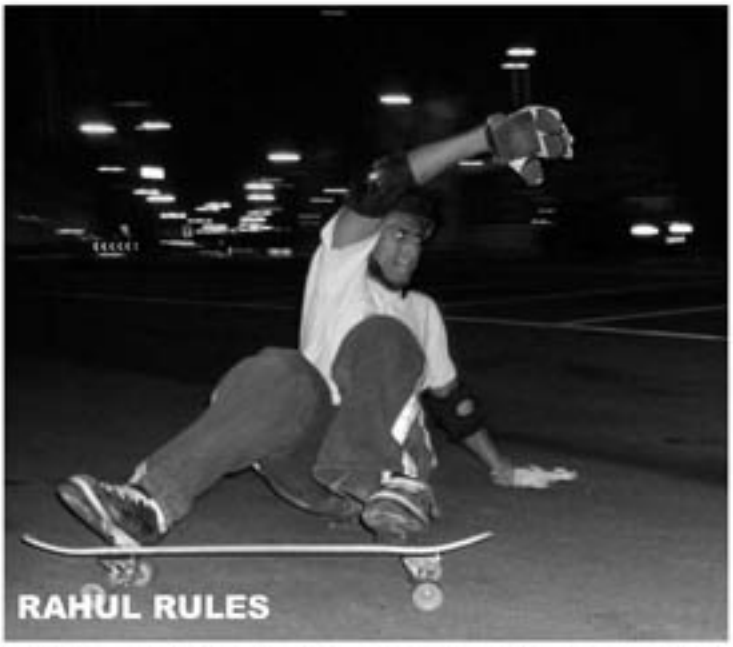


PAUL S. LOOKS NERVOUS

Seen that advert about car insurance? Same thing applies, Stupid, just Stupid! Leaving me with a scab I'm now trying to stop myself picking, but as commented by some random, what's a session without a bit of roadrash?!

This didn't detract at all from the pleasure of the ride, which must have taken about an hour in all to get back to the other group. Not only giving us a first hand demo of the skills shown in the DVD, it also helped the 'beginners and intermediates' proceed up 'the longboarding path to enlightenment' , and gave us the opportunity to check out some of the ideal terrain Sheffield is blessed with. One thing that struck me on the way down is how sweet it would be during the summer, when it's dry, light, warm enough for shorts and t-shirts and you've done it a few times, so you know where your going! Not just sweet, damn right beautiful, and probably one of the nicest runs that springs to mind in my boarding memory.

LUSH SLIDE PREMIER


RAHUL RULES

However, I do have to highlight, what nearly surpassed all this heavenly sliding and riding of majestic sweeping hills, was a simple invention sported by a dude called Pete. LED risers, white on the front and red on the back, in accordance with the Highway Code! These not only looked as cool as a pair of supermodels in a bath of ice-cream, they also kept the local rozzers at bay, who insisted the rest of us ride on the pavement! Damn cops!

Arriving back at the car park eventually to meet the others, with a big smile on our faces (and cursing our lack of similar terrain, but exploration is the key methinks) we joined in with a mix of chilling and chat, sliding (or attempting to - and watching the pro's in action) and checking out some of the variety of boards laying around. Chris (Welsh) and Brodie were having a laugh rinsing some slides, getting some nice shots and taking advantage of some of the new and prototype boards waiting to be ridden (Samba review on page 11.).

One board in particular caught my eye, the potentially insanely speedy Evo Spooky which I had not yet seen in the flesh, brought by a chap all the way from sunny Cornwall. Upon having a quick go it felt much nicer and more accessible to ride than I was expecting and could be used quite easily for just cruising around on, all except the much deeper carve threshold it has to maintain stability at higher speeds - one bloke Matt who helped develop it with the Lush boys has apparently taken it up to 65mph!! After riding it on a short section, wanted mooooore than the hill could fulfil, definitely want to check that board out some more, but maybe at some cruisier speeds for the time being - until get a full face, racing leathers, and a death wish!

After a bit more chatting about tips and tricks and the continued riding effort of some (Rahul repeatedly trying a frontside slide going into 360 - looking increasingly better) we eventually packed up, tired but chuffed, and headed off to get back to the car park by 12. Having said thanks to Ross (Lush) for the lift towards the car park and the evening in general, there was nothing left but a short cruise back to the car. But without taking sods law into account Brodie took an unexpected doss, leaving him feeling a bit sheepish with a knee that looked like a chinchilla had savaged it.

On arriving back at the multi-storey 5 minutes before close, we were greeted by a big metal shutter that quickly created the impression that we were up sh*t creek, without a car.

A quick panic and call to the car-park people left us without much assurance but to try the top exit, which sent us off running to explore the route to the top. After a right mission up a number of stairs, we were led through an area that seemed to be a prop from a dodgy zombie movie or a subway from 'The Warriors.' With a distinct post-apocalyptic feel to boot, this surrealistic landscape was quickly left behind on arriving at the top with the instant realisation the car was at the bottom, and no choice but a nice cruise down, spiralling around and around! This topped the whole night off just dandy, and could only have been improved by slightly smoother tarmac, but that's just me being a road connoisseur (a what?! - ed).

All in all it was a top night and a wicked experience to check out some of the Lush spots and ride with the crew themselves. I'm looking forward in particular to the Lush Spring Sessions (hopefully should have a review next ed.), and exploring the supreme boarding wild(er)ness that is the Derbyshire Dales, basking in the glorious opulence of the northern sun!

DVD available from lushlongboards.com, which also has a forum to help boarders hook up and ride.

Words by Paulo Shore Mumbazo, leader of the extreme regime. Oh Yeah.
Photos by Brodie



Tech. Wheels

Tyres are another interesting part of the wheel theme that we have started, but tyres come in all manner of shapes and sizes, from 7" to 20" from hardly any tread to loads of little diamond shapes.

Once upon a time in a galaxy far far away, there wasn't any companies doing tyres for mountainboards, in fact I've heard the NoSno guys talking about the old days when they would walk around retail superstores and industrial workplaces looking at trolleys and sack trucks to find tyres that suited their need's. The walking and looking also doubled up as a way to find the original wheel hubs for NoSno.

Anyway, you can now get purpose made tyres for mountainboards and you can get purpose made for certain types of terrain, Grass, Mud etc or even lighter tyres for the weight element of the sport.

The most popular tyre of choice nowadays is the MBS T1, however this tread design is also being used by other board companies such as Hyline, Bluearth, and Ground Industries (who name it in their own way). The T1 is unique by the fact its grey in colour, which so we are lead to believe is a softer compound of rubber, its true they do wear down more quickly than the other brands but is it just a sales pitch. After all we get told about the softer/harder compound stuff all the time in F1 racing. Anyway the tread on these T1's/ or other brand names is zig zagged, with good sidewall grip.



But the other important thing about them is the single tread going around the tyre in middle. This is the tread that can create the speed you need, this ridge gives the tyre a solid footing on any surface and therefore maintains and increase's the speed, there is also no friction to slow it all down. The other design tyre tread to do this is the inline/airliner tread; this tyre was one of the original designs used in mountainboarding.

You can't miss it; it's the tyre with nothing but lines going around the tyre, no knobbly bits. This tyre tread is excellent for tarmac, and solid surfaces for speed, but try and get sideways grip and you'll struggle especially in the wet. I've seen people use them in muddy conditions and it was fun watching them fall over at ever corner. This inline design of tyre tread is also popular in kitting for those huge 20+" tyres; you'll see them on most of the basic model of kite buggies in shops.



But when mountainboarding started the widely used tyre was the diamond tread, it's still widely put on all makes of board as your starter set of tyres, they are extremely good for all the elements grass, mud and dirt and will often come in 8", for years we all wanted 9" tyres with good grip and the Diamond tread would have been great 3 or 4 years ago. But it took until 2002ish for the kite company Flexifoil to make/import/sell/put 9" diamond treads on their boards, but by then we mountain boarders had Primo to thank for the many other treads.

Diamond tread tyres are one style of little diamonds tread all over the tyre; it gives great grip all over no matter which part of the tyre is on the ground. However due to the tread pattern, there is a lot of friction going on as well. So if you could get a diamond tread but with a solid single line like the T1's, you could be on a winner tyre!

DEAR TECHNICAL JOHN

Also the original larger 10" tyres used by NoSno when mountainboarding was first starting had large square-ish diamond nodules; you might say they were large diamond tread. Back then if you wanted to go large with a tyre it was as good as you could get, the 11" tyre if you have seen them are a similar square diamond pattern but also have a sidewall pattern however the tread was so far away from the ridge it was never used unless you had no pressure.

Now back a few years for those riders wanting something in-between the excellent diamond 8" and very large and heavy 10" there was a 9" tyre which had a square looking top ridge and s-ish shapes cut to drain the mud and water, but it slipped all over the place but was good in dry conditions. But also MBS started to get the Enduro tread pattern, they have squared tread pattern sidewalls and even has a single line on the ridge of the tyre. It was a 9" tyre and the diamond tread was still the best all round option.

By the end of 2001 and start of 2002 we had the influx of Primo wheels and tyres. Suddenly you had a huge choice of tread, this one company had come to the sport with tyre treads for all sorts of things and would even market them as terrain specific, through their UK importer Scrub.

on course to see which gave better grip, especially in weather conditions changed. Or the physics of sizes came into play, you see a smaller 8" tyre will start quicker but top end speed will be average out, where as a large tyre will start slower but the top end speed will be greater, and so on and so through the sizes. There's not a lot in it to be honest but some people went with the idea. Well, if you had two or more designs of tread it meant you could figure out which one would be best, and gain an advantage over a rider who didn't have a choice or made a bad one.

On the recreational side of the sport, when you were winter riding the 8" tyres would get covered in mud very quickly and clog up making riding difficult, low water filled bogs were impassable, Large stones and pointy rock outcrops were a little higher, harder to gain access over. The NoSno boards were freeride boards and the size of the tyre easily indicates this because the 10" tyre clearance that got you over stones, rocks, water, and branches made life easy.

In that first year of Primo tyres you tended to ride 8" during the year and switch onto the 9" come winters. Now a few years later things are changing, more riders have access to more than one set of tyres due to the importance of having the best kit for the job, and so 8" are used I the winter,



	Alpha 8"	Striker 8"	PowerPlay 9"	Striker 9"
Grass	**	*	*	*
Loose Dirt	**	*		**
Hard Dirt	*	**	*	**
Mud		**		**
Tarmac			**	



As you can see from the **table** it was easier going to find the tyre for you and what you rode. The table only shows these four types but there were others, some you know and other you might not know.

Alpha 8"
PowerPlay
Striker 8"
Rebel 8"
DuroTrap 8"
Spirit 8"
Striker 9"
DuroTrap-R 9'
DuroTrap-F 9"
DuroTrap-F 10"



With these tyre treads riders were willing to invest in more than one set of tyres, the competition element of riding was taking a twist by riders testing tyres

10's during the summer and plenty of other combinations. We now have more tyres to suit conditions in any weather and kind of spoilt for choice even!

Nowadays we see allsorts of size being used for all different reasons. We see the big 12" being used on a short tracks and it was wet but they came through for those riders, the dirt surfers are coming along and getting great speed with their 20" and as for a dirt surfer on tarmac with the no or hardly any tread those boards just fly a great speed. At the same time we have a winning guy or two who haven't used anything but 8" tyres all last year! What does it all mean, well you play with set-ups go with what you think is right or copy those who you think know better and go for it, it could be luck, rider skill or even tyre choice.

By John Poole

KITE ATB (KGB)



BRUCE LEE RETURNS...

Kite ATB, kite ground boarding (KGB), kite landboarding, kite powered boarding goes by a number of different names (a bit like the regular mud-splattered, downhill variety). But, unlike the thriving gravity powered board scene, kite based competions have been a bit thin on the ground. The odd jam here or there with a `make it up as we go along` vibe has been the best you could hope for.

Not any more....

The National Powerkite Freestyle Series is the worlds first land based (ie. kitebuggy and kgb) powerkite freestyle competion series. To be run in a manner similar to kite surf comps, ie. a series of heats that leading towards a final, the accumulated points from each competetion will then deciding an overall winner for the year. This will give some of the finest freestyle powerkiters the chance to show just what you can do if you put a few square metres of ripstop nylon in the right hands.

Conceived, designed and run by X-Zone and sponsored by major kite and board brands; the series will take place at coastal venues throughout the country. Some of the dates are yet to to be confirmed but a quick visit to www.x-zone.co.uk will get you all the necesary information as and when it becomes available.

Also check out X-Zone`s signature events - the Summer Games and Autumn Games - these are a great chance to meet and fly with people from all over Europe. The aim of these events is to get folks flying and partying together rather than out and out competition. There are still competitions but don`t always expect the sponsored guys to walk away with the prizes.
The Summer Games will be held at Blackrock Sands, North Wales early in July and the Autumn Games is all set for late September, this time in north Devon (dates will be confirmed on the x-zone webiste very soon)
So if you allready fly or just fancy having a look at what all the fuss is about then go to **www.x-zone.co.uk**

The Natoional Powerkite Freestlye Series is sponsored by ozone, jones soda, ground industries, scrub, kiteworld magazine, libre, ducti, trampa, pkd and Vew-Do.

By Dave Fulford

TEAM B.A.D. X-MAS PARTY !



The race season had finished, and the white air festival went off with the usual chaos associated with a mountain board event that has more emphasis on demonstration of the sport than being a full blown comp. What comes next on the mountain board calendar?

Ah yes, the infamous team B.A.D Christmas party, with the equally famous raffle.

There was also a little bit more to this event than in previous years as it also marked two monumentous happenings for two of team BAD's most prominent members.

Ian Williams leaving the mountain board scene for two years while he goes off travelling round the world to Oz, New Zealand and South East Asia, and Steve Birkbeck celebrating his 40th birthday. It all kicked off on the Saturday afternoon at Ashton Court, in almost the exact same spot as the very first team BAD meeting, as I was reliably informed.

A longboarding session was the order of the afternoon, although it quickly became obvious that some new toys had been discovered that were to the taste of the B.A.D. boys in attendance. There were a large number of freeboards being put to good use down the very adequately sloped access road above the main house at Ashton court. These Freeboards have a large deck similar to a longboard (and not entirely dissimilar to a snowboard on some of the models) with very wide skate trucks with large soft wheels but with an added castor wheel (like that on a shopping trolley but smaller) connected to the deck behind each of the trucks. When ridden properly, these things ride like a snowboard, and can be spun round onto the heel or toe edge to brake or scrub speed like you would on a snowboard.

The Gaydon brothers Matt and Nat were instructors in chief for the afternoon, and when not instructing were ripping down the hill throwing 360 spins at will, followed rapidly by Trigger who was flying down on his longer freeboard with a proper fluid snowboard style, not bad for someone who'd only had it a week. I had a go after seeing the boys make it look easier than it actually is, and was disappointed when I couldn't do it straight away given that I'm quite capable on a snowboard. Definitely something you need to practise on. It was a pretty good turn out and there were a few people tearing up the hill on their long boards as well, including our new ATBA chairman Joe Jones who was putting his old school skateboard and sliding gloves to good use (when I hadn't stolen them while he wasn't looking - cheers Joe!). As the sun went down and the temperature dropped (damn the short winter days) we packed up and headed off to the Hope and Anchor for some needed food and drink. After the well needed and deserved respite, everyone still around headed off to Steve's house to drop kit and cars off before we headed down to Park Central (formerly SK8 & ride) skatepark behind Temple Meads station, for the main event of the weekend. The whole place was ours for the entire night. We all paid our very reasonable priced entry fee and received our raffle tickets, for the much-anticipated Team Bad Christmas raffle. Heading into the park to check it out I found it was still open to the public, and some local BMXers were sessioning the jump box. The park had a pretty good mixture of things to ride, mini ramp, plenty of flat banks, quarters, a drive way and a few grind boxes all packed quite well into the space available. I decided to get a bit warmer by sessioning the mini ramp as standing around in a warehouse at night in December is pretty damn cold, although the other Scuz boys took the other route available and got stuck into the available booze, this was a party after all!

Skating finished within a few hours and before I knew it, it was time for the team Bad raffle. Now for those of you that weren't there or don't know, the reason why this is such a big event is the sheer number and quality of the prizes that can be won, there were t-shirts, board bags, pads, padded shorts and the grand prize was a freeboard. Both of the other Scuz boys Paul H and Chris won something, and I think you could've asked anyone if they had a prize, if the answer wasn't yes then they would have known someone who had won something.

The blagger if the evening award went to Nat Gaydon who had picked up a load of tickets that had been chucked away by some idiots, and walked away with about five prizes. With the raffle over it was time to mark the other reasons for the party, namely Ian's leaving and Steve's birthday, they both said a few words and we all toasted a few toasts before Steve was given a surprise birthday present. This was one of my highlights of the night, it was a Zimmer frame mounted on a board with skate trucks with loads of wheels, some of which had flashing lights in when the board rolled, it was a work of art. Steve wasted no time in putting it to good use by dropping of the stage on it before heading out into the skate park where the festivities continued late into the night. Highlights of the decidedly fuzzy rest of the night included watching the Be Unlimited boys from Wales ripping round the park with Tim Paddock tearing up the mini ramp with 360's, 720 tail pivots and all manner of stalls and grinds, props go out to Dean from the ATB Sports team who jumped on one of the Be Unlimited boards for a quick go and was pulling 360's on the mini ramp before you could say where's your pads, Pete Tatham dropping in on everything on a huge Lush longboard and hitting as many lines as possible, Joe Dixon ripping about on any boards he could lay his hands on, and Steve skating late into the night like it was his last day on earth as well as dropping in on his Zimmer board into the mini ramp. Wicked.

We were eventually chucked out of the park and proceeded to walk half way across Bristol in search of a ride to somewhere to kip, it was a very long walk before we got taxi's and managed to finally get back to Steve's house where we finally got to rest our very tired bodies.

Sunday saw a very slow start to the day, with many people reminded of the previous days antics



TEAM B.A.D. X-MAS PARTY/TEAM NORTH

through nothing other than pain! Steve finally managed to eject all his visitors and their belongings from his house before taking us to a well known super market with corporate loss prevention agents who'd had a sense of humour by-pass and failed to see the funny side in Steve using his birthday Zimmer board to get about on, spoil sports. With our faces fed we headed over to LA only a couple of hours late to see all those people capable of riding, blasting round the woods.

And that was about it, for me and Chris our time was up and we jumped in the car for the 3 hour journey back up north having fully enjoyed our first team Bad Christmas party, leaving people still riding and wishing we had more hours in our day."

Words by Paul B.



CAN YOU TEACH AN OLD DOG NEW TRICKS? BIRCKBECK AND A DOWNHILL ZIMMER FRAME



Its not everyday that Team North get to meet up and ride together and socialise. Nor is it every week or every month. It is actually much more like once a year, if that.

Anyone would think we didn't really get on, or we just can't be bothered, but its not that, although I am not sure exactly what it is that stops us from meeting to ride together more regularly. Maybe it's the distance, maybe its that were all poverty stricken northerners and can't afford the telecommunications equipment used to contact each other, maybe we haven't enough places to ride, maybe we don't really like each other and don't like to say, maybe were just plain daft.

I think it must be the latter. Having just had one of the best mountainboarding sessions in a quite a while surrounded by a team North contingent of the kind that usually only Team BAD, LARD or Northern face can regularly muster, I can only think the reason we don't do it more often is stupidity. At least stupidity defies or does not require explanation.

I met with the window licking Rhys Crilley on a bleak and chilly November evening at the train station in Leeds, fair laden down with the tail end of Scuz's exploits so far this year, a mountainboard and all the other highly pungent details that a weekend of winter free riding requires.

No major plans afoot, just the best way to say goodbye to mountain boarders (i.e. go mountain boarding). Goodbye to me, to everyone else, to Licki and Neon (alternatively known as Leon Dove and Niki Wainwright, the pikeys, the scrap metal contingent, the hippy dwellers, or in their own words the Land Pirates), as Leon and Nik head off to represent the UK in the New Zealand world series and I head off to cook for meat eaters and belt down the snow covered slopes of the alps, while the rest of the crew await Team BAD's and North's party and mull over the lack of light offered by the winter months, and the lack of motivation offered by the conditions.

The evenings train journey is fairly uneventful; grey faced commuters returning from the daily grind stare unhappily into the gloom outside...twenty something's board the train, swaggering confidently, smelling of drink and perfume, no doubt up for a night on the drink and possible punch up in Manchester...kids with snot on their faces struggle and whinge as tired, pale faced mothers try to wipe the offending substance out of existence.

Isn't England grim sometimes? Especially up north, especially in winter...

Nah! Is it f***ed!!

Not this weekend at least. A few mellow reefers and the first whitey in around 3 years find me relaxed and a little edgy, faint but contemplative. I would be going away again. I store many important memories in my head, some of the most important and indelible being from outside the UK, in places like India and morocco (hey isn't mountainboarding about getting off the beaten track as well? – shut up Andy-ed), this time, riding is involved. Snowboarding, lots and lots of it.





PAUL B. SCIENTIFIC METHOD

I won't digress on this any further, one, for fear of making you all green with jealousy, and two, because getting a job in a ski resort to have the chance of working and riding for 5 months or so is much easier than you would imagine so somewhere else in this issue there will be hints tips and cheats about sorting out your next winter with the best working holidays a mountainboarder could imagine, without actually mountainboarding that is!

Up early Saturday morning, cups of tea sheets of toast, a quick stop at Sainsbury's (daylight robbery in there, I tell you!), and we're off to the Wirral, a godforsaken land, famously unmentioned in a song called 'Ferry across the Mersey'. Or maybe it was Liverpool that was the famously unmentioned dive, either way not a good start, the ground was simply too wet, and too flat.

These rugged northern lands could definitely do with being a bit steeper in places!

Next stop. DELAMERE FOREST – cycle skills track.

I have gone on about Delamere before. Its quite a good spot.

I was looking forward to riding there again having not been there for the best part of a year. We're soon joined by more team north members. The Leeds crew consists of Paul S, Chris (formerly of Wales), Brodie, new team manager hero type chap, and his car laden with Doncasters finest, high flying tom Stanley, and the young Declan Stanley (well Stanley, that's another fine mess you've gotten me into!). We're soon joined by the teams veterans of goodness, the talented Mr Dove and missus, the lovely Nik, and so there we have it, 10 ridres, once you include myself Rhys and Paul Butler.

TEAM NORTH

Delamere is a great spot and although a bit on the soft side this time in the year super hard tire pressure see to it we're all fairly flying about. The amount of lines down the main track has increased, there is a 4X cross course completed, which offers some sections of downhill.

There was too many bikers when we first arrive, but they soon leave after one has a rather nasty incident involving brakes, a humpback, handlebars, and a particularly knarled tree root, and then an ambulance. Unlucky.

We spent the day chasing the tracksuit bearers of Delamere down the track, and finish, knackered as the light finally leaves us, sweaty dirty no doubt smelling horrendously, but ultimately fulfilled.



All had rode hard, newcomers to the spot included. Delamere is always a favourite for those new to the spot. It is probably our best spot in the north so far.

We were soon back in picturesque stockport, and having eaten and quenched the thirst for lager only a hard days mountainboarding can really justify, it was back to |Paul B's where we watched videos of nutters on a variety of toys have it big time, and Stu, Paul's housemate, drunkenly demonstrated some martial artistry.

Up nice and early the next day, this time it was the Bolesworth session.



Arriving to find riders already warming up and getting the most out of the available light, we warm up on the freestyle then take it to the border cross.

While not running as fast as in summer and in a state of minor disrepair, the amount of sand in the mix helped drain the course, and so we were soon flying along, everyone giving their best efforts, Leon Dove showing his experience, The dronfield crews Jonathon Charles showing his skills and complete disregard for his personal safety. Tom Stanley was flying out of the table top with the tweaked methods, Rhys Crilley was jibbing about all over, throwing in some landed frontside 270's, JC was trying for the 540, and got 6 foot up, and about 450 round. OJ was doing his best, but having bashed the hell out of his rear shortly before our arrival was mostly chilling and putting some nice air in over the table top.

I was starting the runs down the bordercoss in the woods at the back, hopping over the wall and straight into the course top to bottom, tasty.

Leon and Nik were King and queen (respectively!) of the bordercross, Niki showing the form that earned her no 1 female in 2003.

Team Bol x showed up right at the end as well, unfortunately getting stuck in traffic for 3 hours. It was a bummer for them, but hey that's representin.

Highlights of the day? Seeing Niki riding again, JC throwing himself over the flat part of the rail and straight into the downhill part, JC's backflips, OJ sore ass, but mostly the best thing was seeing 25 northern riders getting out together, in the cold and just having it, from the moment we got there until it was just too dark.

And then a trip to the **PUB** obviously, that's always a highlight!

Words Andy W.
Photos by Nikki Wainwright and Brodie

SPOT GUIDE

PENTRAETH WOODS

Now if you're lucky enough to be welsh, and/or live in the beautiful north of Wales. then you'll know that it is largely unexplored, in terms of the mountainboarding potential. unfortunately I was only just getting into mountainboarding as I had to leave for pastures new, i.e. dirty olde leeds and Team North and the Scuz crew! Watch this space for more welsh spots from Matt and the Turbulance team in the future.

For now though a couple runs that I used to blast back in the day.

Firstly Pentraeth forest.... woods! Just noticeable on the map as a lump of conifers. Quite a mixture of service track and footpaths that wind up and down this lump of trees. One service track possibly a mile in length, a fair pace all the way down, sweeping corners near the top and switchbacks toward the lower section.

For intermediate riders with a bit of bottle as there be blind corners all the way down with the occasional car or dog waiting.

If you can negotiate the official forestry commission steal gate and don't mind the country roads, then you could add another mile+ taking you into the artery clogged heart of Pentraeth! Bob on! (As you noticed the word forestry commission was used and the normal rules apply.)

Whilst in Pentraeth woods you may want to try a run I've been trying to put together, it starts as a smaller fire track where you can build up sufficient speed to throw you into the next section which is a footpath, which you can't see until you're on it - that will appear once you cross the main track. Now this footpath is the difficult part and I still believe it needs a little TLC, in the form chain saws, or a more experienced rider with his witts about him! It's a difficult one to explain and equally difficult to ride out successfully, going under and over trees, switching left to right of a small stream, which steeply banks left a few meters either side, before shooting down a gradient. You won't be looking forward to walking back up, finishing with an off camber corner you'll want to make unless you wish to either test how unforgiving a proper dry stone wall is or hug a tree!

I'm yet to nail this one!

Follow the directions and explore, as is always the best way.

Provided you're not agoraphobic and have a decent map book you should find it. Easiest way would be to follow the A55 toward North Wales, once you cross a rather large bridge you'll be on Anglesey, rain would be the first sign. Take the second junction after the bridge, take a right and you should be heading toward Pentraeth possibly signposted Benllach.

Follow this road, avoiding temptation to go the Llangefni and Menai Bridge, as straight as it will let you and it will take you straight into Pentraeth 4/5 miles away from the junction you came off at.

Coming into Pentraeth you'll be driving down a fairly steep hill into the village, you'll notice a garage with boats on your left followed by a pub on your right where you need to turn right just after. Follow this away from the village and you'll start to notice more and more trees on your left, follow the road up hill until you come to a couple of lay-bys on your left. These are just gravel lay-bys with the larger one used by the forestry commission lot. Park up, walk up and ride.

If you've read this far you're either interested or haven't got anything better to do. If you are interested then give me a shout, for a bit of local knowledge so that you don't ride over anybody's toes, might even be able to join for a sesh. If you get lost and want to ask for directions, try to spit when you pronounce the welsh place names. To get in touch with Chris about riding this spot email chris@scuz.info

APLOGIES FROM US AT SCUZ

We would like to apologise for the fact that the spot guide on our website is not up and running properly, this is/was due to some server problems. All the info about the spots was not lost. We are having to put the whole thing back together again. So we are working on it and will put it back up as soon as possible.

Also we aplogise about only having one spot this issue, this will not happen again, next time you will find a whole lot more, SORRY ALL!!! Please forgive us!

If you have any nice spots please send us the directions!
mail@scuz.info or eric@scuz.info

ALL TERRAIN BOARDING ASSOCIATION

The ATBA is the governing body of the sport of All Terrain Boarding also known as mountain boarding and off road boarding. The UK branch of the ATBA has been running since 1997. With the increased popularity of the sport, the ATBA-UK is now a Limited non-profit charitable organisation, ATBA-UK Ltd. This is to make sure no one can make millions out of the association in years to come - the riders must come first!

THE AIMS OF THE ATBA-UK ARE:

The ATBA-UK is a non-profit making organisation to provide the recognised forum to represent and promote the sport in the UK by:

1. Putting riders interests first.
2. Promote safety.
3. Sanctioning events
4. Providing training.
5. Communicating our actions and decisions to members.
6. Sourcing funding for the above.

MEMBERSHIP BENEFITS:

- ATBA-UK membership card and stickers.
- Discount exclusive insurance for riders, including Personal Injury and Third Party Liability to cover wherever you ride.
- 1/3 off entrance fees to ATBA-UK British Championships.
- Discounts for family memberships.
- Discounts for riding at participating centres across the UK.
- Newsletter throughout the year.
- Specialist advise for members.
- An opportunity to voice and vote for the future of the sport.
- The opportunity to represent and aid the sport in the UK.

This is some info about the ATBA, the UK chapter of the All Terrain Boarding Association. It is a democratically elected council of riders, elected democratically by the members of the ATBA to act as organisers of the most successful UK ATB events.

The benefits of being a member extend not only to getting discounts from the companies which have chosen to lend support to the organisation, but also a members card offers discounts at a majority of the centres available to ride at, in the UK. They also act as a go between to offer cheap and comprehensive insurance specific to extreme sports practitioners from the insurance industry.

The organisation is experienced at acting as a go between for the riders in the UK and the Industry in the UK, whose aims aren't always the same. They are on your side, but they need your support. For the last two years the UK series has been an extremely professionally run series (I have only two years experience of the ATBA-UK's operations). Your money is not paying wages, it is to enable a hard working unpaid team of highly motivated UK riders sort out the best possible summers for you lot. Its not a thankless task, but without your support it will become so. By the riders, and for the riders. Just like us. Look out for an interview with the man responsible the its success in the next amazing issue of Scuz mountainboarding zine.

SCUZ MOUNTAINBOARDING ZINE

Proud members of the ATBA-UK



ATBA-UK
ALL TERRAIN BOARDING ASSOCIATION

Membership Application:

To join the ATBA-UK please complete and return this form with payment as detailed below:

(For a full description of member benefits please log onto www.atbauk.org)

Name: .....

Address: .....

.....

County: .....

Post Code: .....

Phone Number: .....

Email: .....

Date of Birth: .....

Membership Required: *(Please tick one only)*

Senior Member	**£20.00**		
Senior Member and 1 family member	**£25.00**	*Name:*.....	*DOB:* .....
Senior Member and 2 family members	**£30.00**	*Name:*.....	*DOB:* .....
Senior Member and 3 family members	**£35.00**	*Name:*.....	*DOB:* .....
Senior Member and 4 family members	**£40.00**	*Name:*.....	*DOB:* .....
Junior Member *(Under 18 @ 1st Jan)*	**£15.00**		

(Family members do not get the full membership benefits such as newsletter etc)
(All Prices are for one Year's Membership from end of month processed)

Comments: .....

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By giving information about yourself ("Your Data") you agree that ATBA-UK and its authorised third parties may hold, use and disclose Your Data in servicing its/their relationship with you, including disclosure to third parties. ATBA-UK, our associated companies and third party product providers may use and analyse Your Data, including the nature of your transactions to give you information about our/ their products and services and those of selected third parties which may be of interest to you.

If you do not wish Your Data to be used for these purposes, please tick the following box.

Please send this completed form together with cheque/postal order made payable to "ATBA-UK" to:

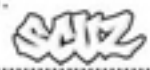
ATBA-UK Ltd, PO Box 2495, Swindon, Wiltshire, SN25 3XZ

Please allow up to 28 days for delivery of membership details.

Any questions or enquiries please email membership@atbauk.org or phone 0870 7658240

.....

For ATBA-UK use only:

Referrer:  Date received: ..... Member Number: .....

ABOUT SCUZ

CO-EDITORS
Andy W (vacantboy@yahoo.com)
Eric Dockhorn (eric@scuz.info)
Brodie (Brodie@scuz.info)

PHOTO MECHANIC
Brendan Walker (www.urban-khaos.deviantart.com)
Brodie (Brodie@scuz.info)

ADVERTISING
Brodie (Brodie@scuz.info)
Chris Wiliamson (chris@scuz.info)
Paul Butler (paul@scuz.info)

CONTRIBUTORS
Andy Walker, Paul Butler, Paul Shore, Pam Hill, John Poole, Doug (Ride the Hill), AJ (Bugs), Friday, Dave Fulford, Neil Brodie, Eric Dockhorn

FRONT COVER
Jack Chew (ATBMag rider) Rainbow Rail, Ride the Hill, Bolesworth

SPECIAL THANKS
Our Distributors, they know who they are. THANKS.
WELLY, for all his hard work for Scuz and Mountainboarding in general, you will be sorely missed.

SPECIAL APOLOGIES
Sorry to Team North, we have in this issue an article which was written towards the end of last year, and it says stuff about 20 or so people being a big meet up, which whilst it was at the time, Team North has grown very quickly since then, and it is now not unusual to get 35+ riders showing up to a meet. So sorry for being out of date.
Also sorry to you lot for being slack, and not getting this out sooner, but we have all been very busy you know!

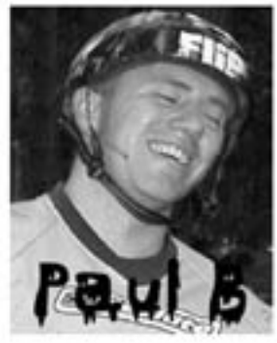
CONTACT US

E-mail:
mail@scuz.info

Phone:
Brodie - 0781 549 5503
Chris - 0784 1075279

Internet:
www.scuz.info

Address:
Scuz Mountainboarding Zine,
Cardigan Centre,
145-149 Cardigan Rd.
Leeds,
LS6 1LJ






















"MOUNTAINBOARDING, A FAMILY SPORT. EVEN GRANDAD CAN PLAY!"